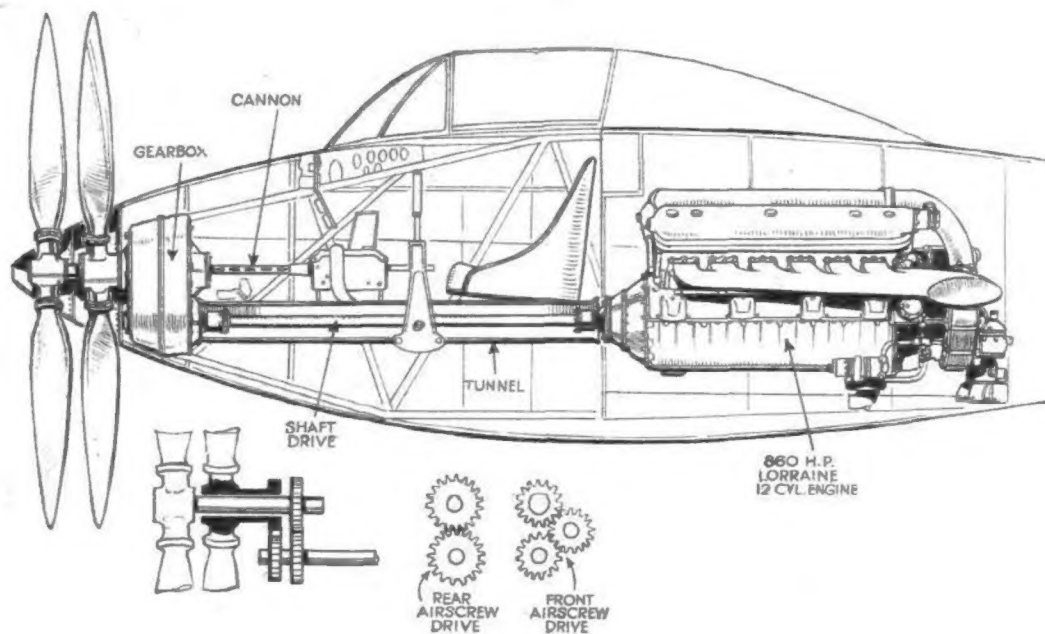
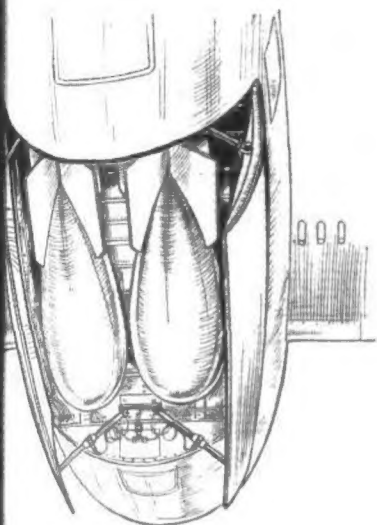


MÉLANGE

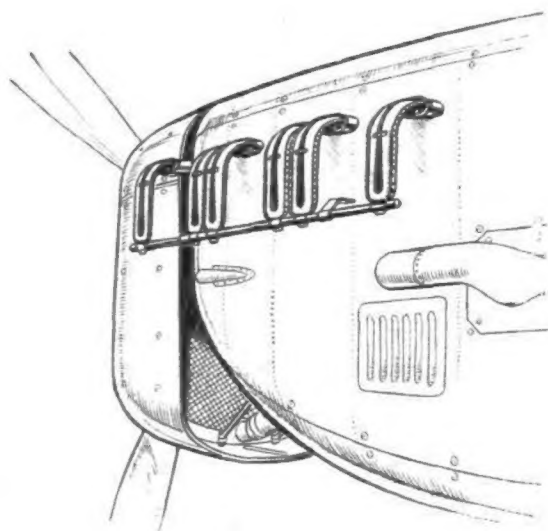
Paris Show



The upper left-hand sketch is of the bomb traps arrangements in the twin-engined Fokker G.I. That above explains the method of driving the two airscrews of the Koolhoven (Lorraine Petrel).

(Left) A cooling "gill" on the New Koolhoven fighter.

(Right) The peculiar exhaust arrangements which seem to have been standardised for liquid-cooled Hispano are visible in this sketch of the nose of the Mureaux 190 C.I.



of the main advantages of the high-gull-wing machine, and this advantage has been fully utilised in the Loire 46. This machine is not outstandingly fast, being capable of 242 m.p.h. with a 1050 h.p. Hispano two-row radial. It may be distinguished from the P.Z.L. by its undercarriage legs, which are attached to the bracing struts of the wings and by its peculiar strut-braced tail.

Armament may be made up of two wing-mounted *canons* and two drum-fed machine guns, or of four machine guns. Firing and loading is effected pneumatically.

On the Romano stand is a model of an intriguing biplane fighter with gull-type top main planes and a retractable undercarriage.

Multi-Engined Multi-Seaters

Speeds in the region of 300 m.p.h. are claimed for at least three of the twin-engined military types appearing this year. Greater advances appear to have been made in the development of this class than in any other direction; the Bristol, Hanriot, Potez and Fokker

types are some of the most-discussed machines in the Salon.

The Bristol Blenheim is actually the first production model and bears no markings to break the symmetry of its lines. It is so mounted that enquiring eyes can be directed through the bomb-aimer's window in the nose up into the pilot's compartment; but the cabin is sealed. Only from the balcony of the Salon is it possible accurately to gauge its true proportions: there is nothing of the freak about it, yet it strikes one because of its obvious practicability and built-in performance.

Bristols are also showing models of the 130 bomber-transport and of the 138 altitude-record-breaker.

The two most unconventional machines in the light-medium twin-engined category are the Hanriot 220 and the Fokker G.I.

The Hanriot is classed as a light, multi-seater defence machine (*multiplace léger de défense*) and is quite a new departure. A mid-wing, all-metal monoplane of small dimensions, it is a three-seater with a pair of Renault inverted

vee-twelve air-cooled engines. Alternatively the new Gnome Rhone small-diameter 14Mars radials may be specified. With Renaults the speed is just under 290 m.p.h., but with the Gnome Rhones it is estimated to be capable of 310 m.p.h., and to be able to climb to 26,250 ft. in about 10 minutes.

The crew of three is seated in tandem cockpits with enclosures. In front is the pilot who has control of the two *canons* mounted in the bottom of the fuselage and of the two machine guns in the wings. Behind the pilot is a position for the *chef de bord* and finally there is the rear gunner's position. Elaborate wireless equipment is specified.

The wing flaps extend throughout the span, even the ailerons being split. A special method of wing construction enables fuel to be carried in tanks along the leading edge.

Fokker's G.I., *Le Faucheur*, is likewise of more than usual interest from structural and tactical viewpoints. Primarily the machine is planned for attack work, but is eminently suitable, in addition, for bombing and reconnaissance.